

BookletChart™

New River Inlet to Cape Fear

NOAA Chart 11539

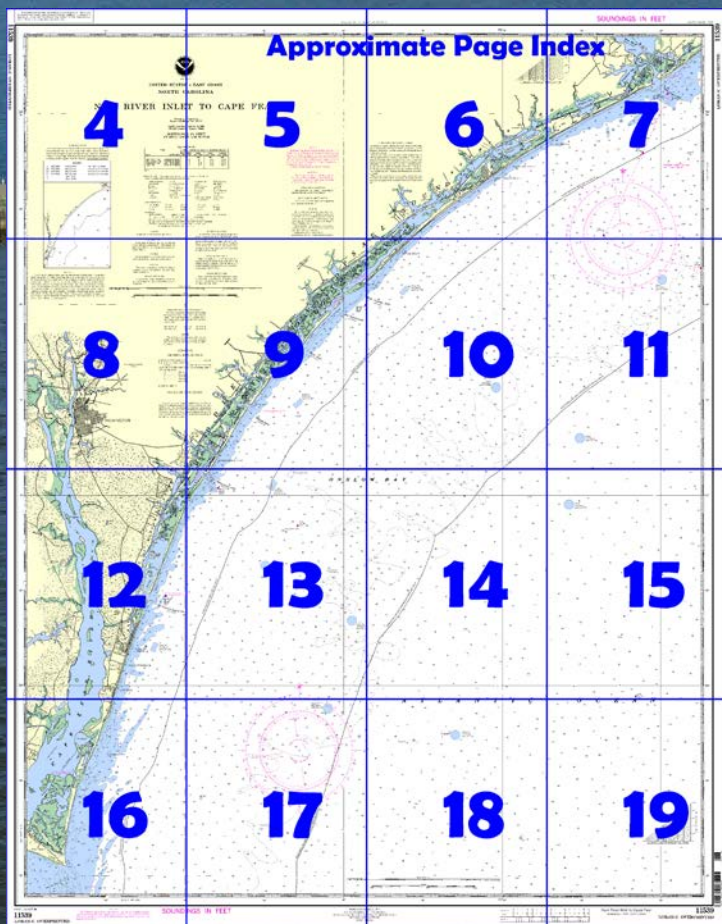


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11539>.



(Selected Excerpts from Coast Pilot)

New Topsail Inlet, 19 miles southwestward of New River Inlet, is entered through a marked channel over a shifting bar. The bar channel leads to a junction with two dredged channels inside the entrance. The buoys marking the bar channel are frequently shifted in position to mark the best water, and therefore not charted; caution is advised. The inlet should not be entered by strangers. A southwesterly or northwesterly storm totally changes the

configuration of the inlet. Information on existing conditions can be had by contacting the **Wrightsville Beach Coast Guard Station**.

An unmarked fish haven is about 2.2 miles eastward of the northern entrance point to New Topsail Inlet.

The dredged channels inside the entrance are well marked. One channel leads northeastward through Topsail Sound for about 5.5 miles to a junction with the Intracoastal Waterway; in 2009-2011, the controlling depth was 3 feet; aids mark the best water. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in 2011, the controlling depth was 2 feet. Both channels are subject to continual change, and local knowledge is advised.

Topsail Sound extends northeastward from New Topsail Inlet along the northwesterly side of the barrier beach. There are several marinas on the southeasterly side of the sound where berthage, electricity, gasoline, water, ice, and limited amounts of marine supplies can be obtained. Hull, engine, and electronic repairs can be made; launching ramps are available.

Little (Old) Topsail Inlet, 1.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in 1983. The shore on both sides is a low sand beach without distinguishing marks.

Rich Inlet, about 4.5 miles southwestward of New Topsail Inlet, is constantly changing and was reported closed in 1983.

An unmarked fish haven is about 2.7 miles southward of the southern entrance point to Rich Inlet.

Mason Inlet is 8.5 miles southwestward of New Topsail Inlet. The inlet was restored in 2002 with 12 feet reported at the entrance, thence 10 feet to the Intracoastal Waterway. The inlet is subject to continual change and local knowledge is advised.

Wrightsville Beach is a summer resort about 11.5 miles southwestward of New Topsail Inlet. Two tanks and many multistoried buildings on the beach and on Harbor Island are prominent from seaward. The facilities on the inside of the barrier beach are reached through Masonboro Inlet.

Wrightsville Beach Coast Guard Station is at the southern end of Wrightsville Beach at Masonboro Inlet.

Masonboro Inlet, about 12.5 miles southwestward of New Topsail Inlet and 22.3 miles north-northeastward of Cape Fear, is protected by jetties. A lighted whistle buoy is off the entrance.

A channel leads between the jetties at Masonboro Inlet, thence northward through dredged **Banks Channel** and **Motts Channel** to a junction with the Intracoastal Waterway at Wrightsville. The buoys marking the bar channel are frequently shifted to mark the best water, and therefore not charted; caution and local knowledge are advised. Banks and Motts Channels are well marked by lights and daybeacons. The municipal dock at Wrightsville Beach, just southward of U.S. Route 74-76 highway bridge, is 120 feet long with a reported depth of 4 feet alongside; water and electricity are available.

Several small-craft facilities are on the north side of Motts Channel between Wrightsville Beach and **Wrightsville**. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.) Other marinas along the Intracoastal Waterway at Wrightsville are discussed in chapter 12.

Carolina Beach Inlet is about 7 miles south of Masonboro Inlet. A lighted whistle buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. A 452-foot tower is prominent at 34°05.0'N., 77°53.1'W. in the inlet approach. The inlet is subject to continual change and should be used only with local knowledge.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

11539

55'

50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

NEW RIVER INLET TO CAPE

Mercator Projection
Scale 1:80,000 at Lat. 34°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
e		Chart 11537	
f		Chart 11542	

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
New River Inlet	(34°32'N/77°20'W)	3.4	3.1	0.1
New Topsail Inlet	(34°22'N/77°38'W)	3.4	3.1	0.1
Wrightsville Beach	(34°13'N/77°47'W)	4.3	4.0	0.1
Cape Fear	(33°51'N/77°56'W)	5.0	4.7	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.
(Aug 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ACRO aeronautical	G green	N nun	R TR radio tower
Ai alternating	IQ interrupted quick	OBSC obscured	Rai rotating
B black	LI isophase	Oc occulting	s seconds
Bn beacon	LI HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Hk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972			
Demarcation lines are shown thus: ---			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD) for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected by 0.613' northward and 1.065' to agree with this chart.

POLLUTION REPORTS

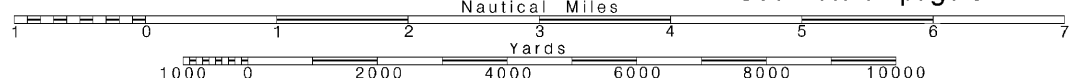
Report all spills of oil and hazardous substances to the National Response Center at 1-800-424-8802.

Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4

45'

40'

35'

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

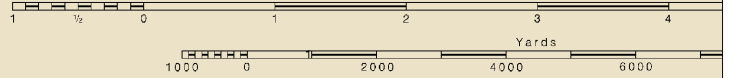
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Within the 12-nautical mile territorial sea, some Federal laws apply. The outer limit of the territorial sea, is the limit of the other laws. The 9-nautical mile limit of Florida, Texas, and Puerto Rico most cases the inner limit of Federal jurisdiction of the states. The 2-nautical mile Exclusive Economic Zone. Unless fixed by treaty or the U.S. Constitution, subject to modification.

The chart is subject to change in position.

SCALE 1:80,000
Nautical Miles



E FEAR

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY

Use charts 11541 and 11534. The depths and channel markers are not shown hereon.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 6

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equivalent
(WGS 84).
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Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Joins page 5

40' 35' 7'

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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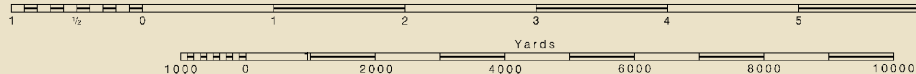
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE B

The channels at the entrances to the inlets are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

SCALE 1:80,000
Nautical Miles



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY

Use charts 11541 and 11534. The depths and channel markers are not shown hereon.

SUPPLEMENTAL INFORMATION

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

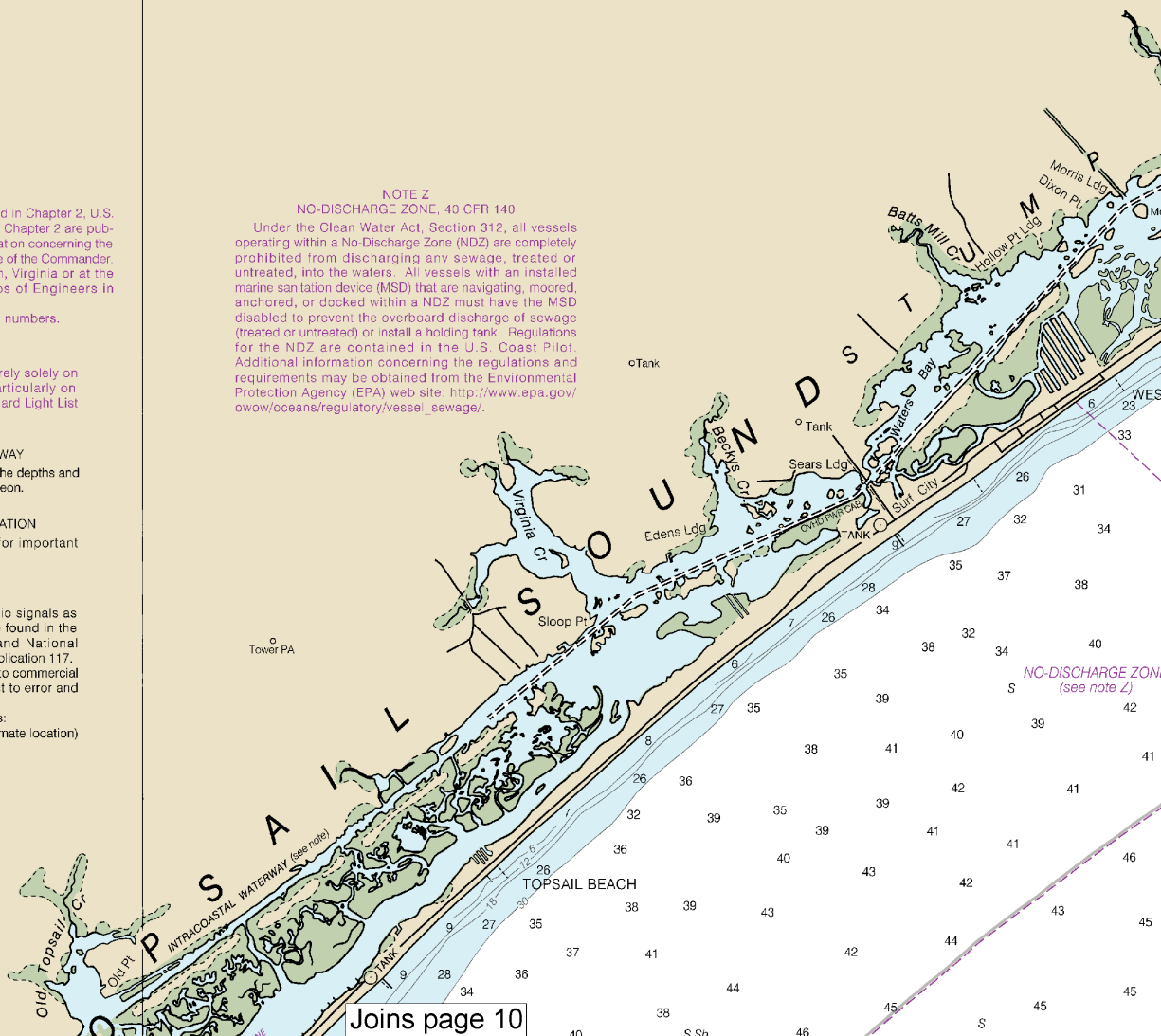
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

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Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



Joins page 10

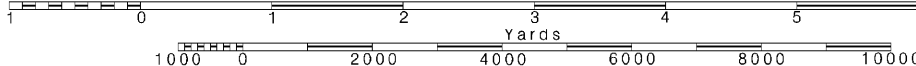
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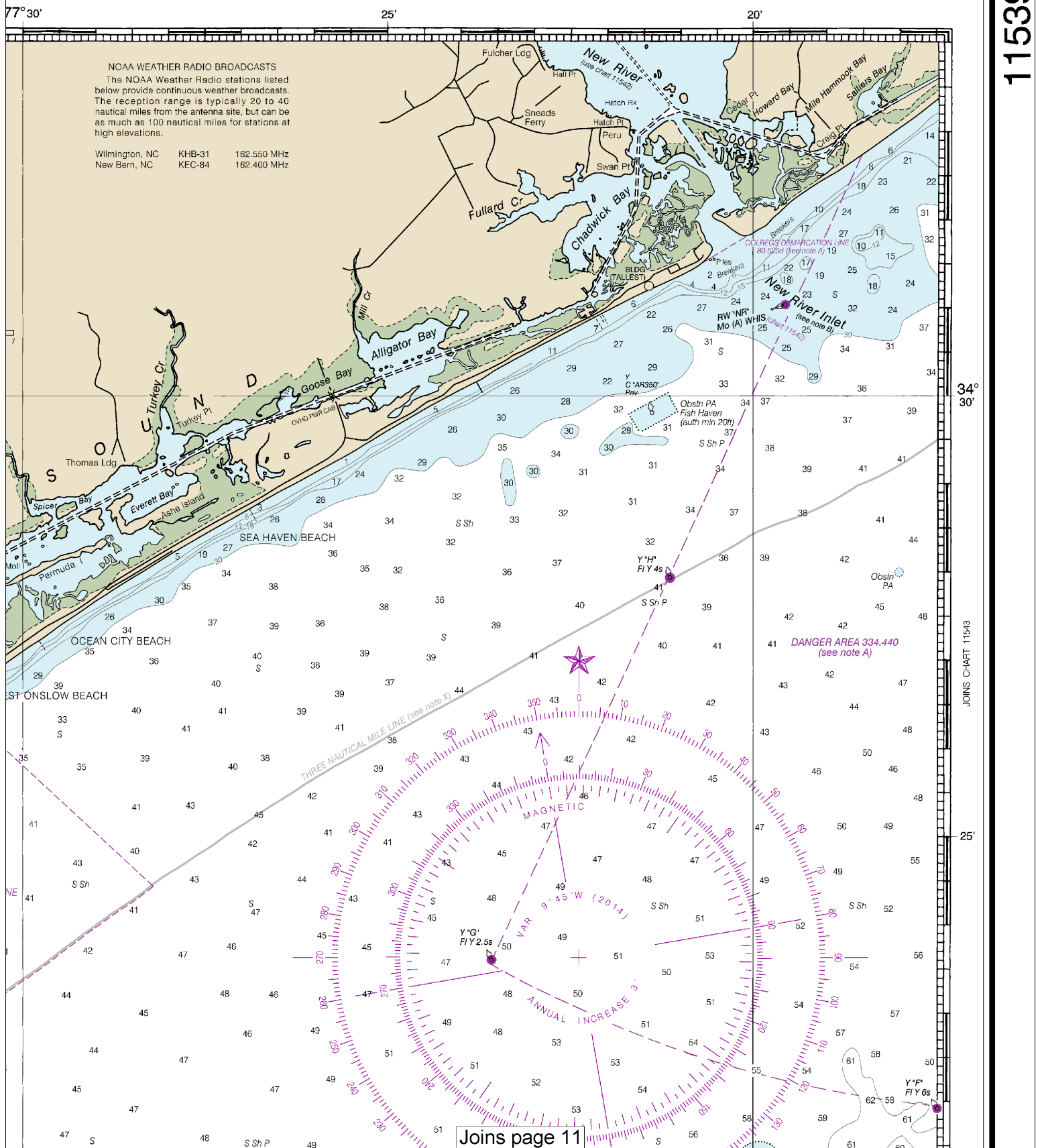
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Last Correction: 3/9/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the American Datum of 1927 must be corrected by an average of 0.613' northward and 1.065' to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous materials to the National Response Center at 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

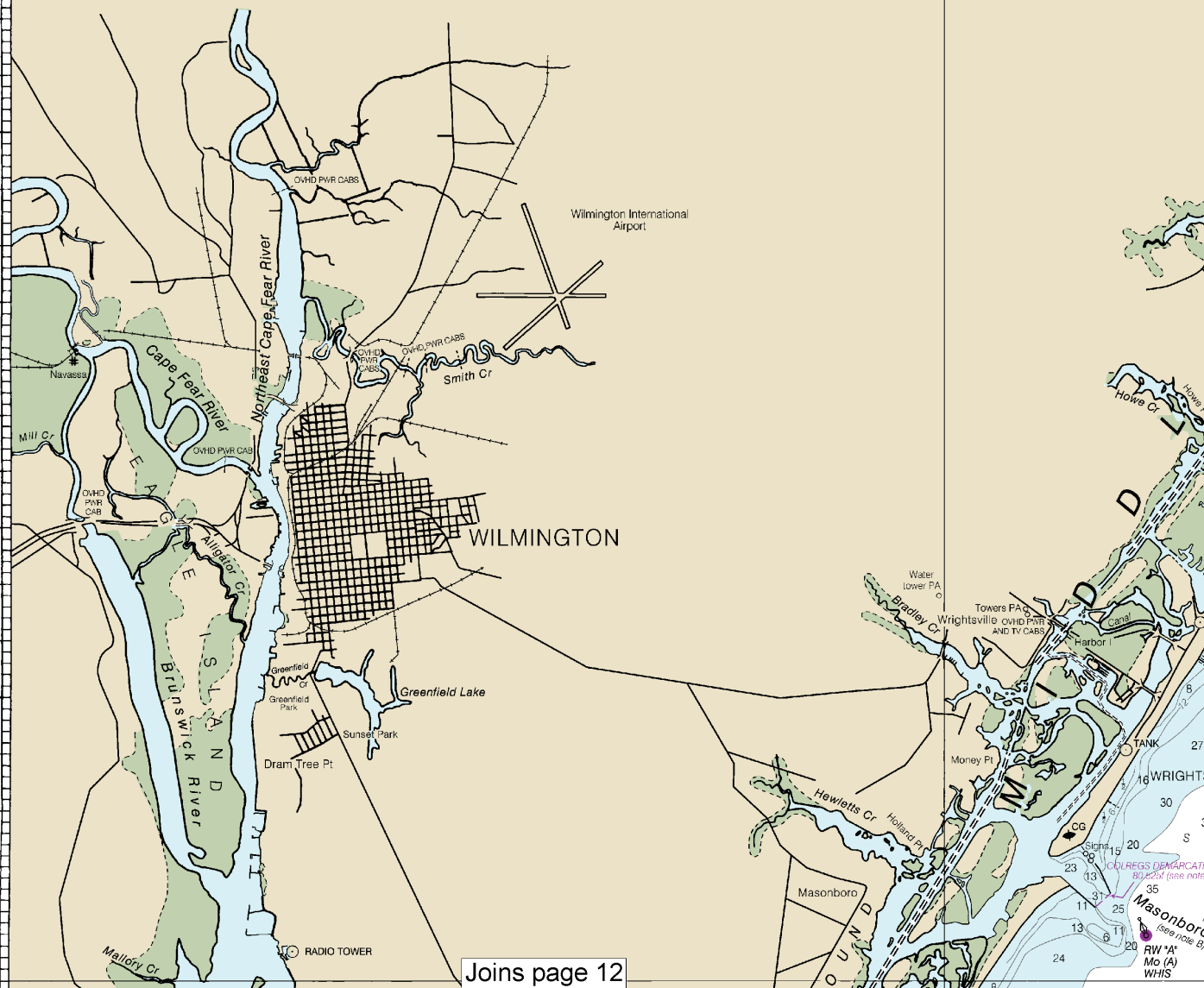
Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids is omitted from this chart.

20'

15'

10'

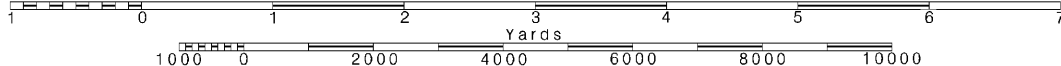
Joins page 12



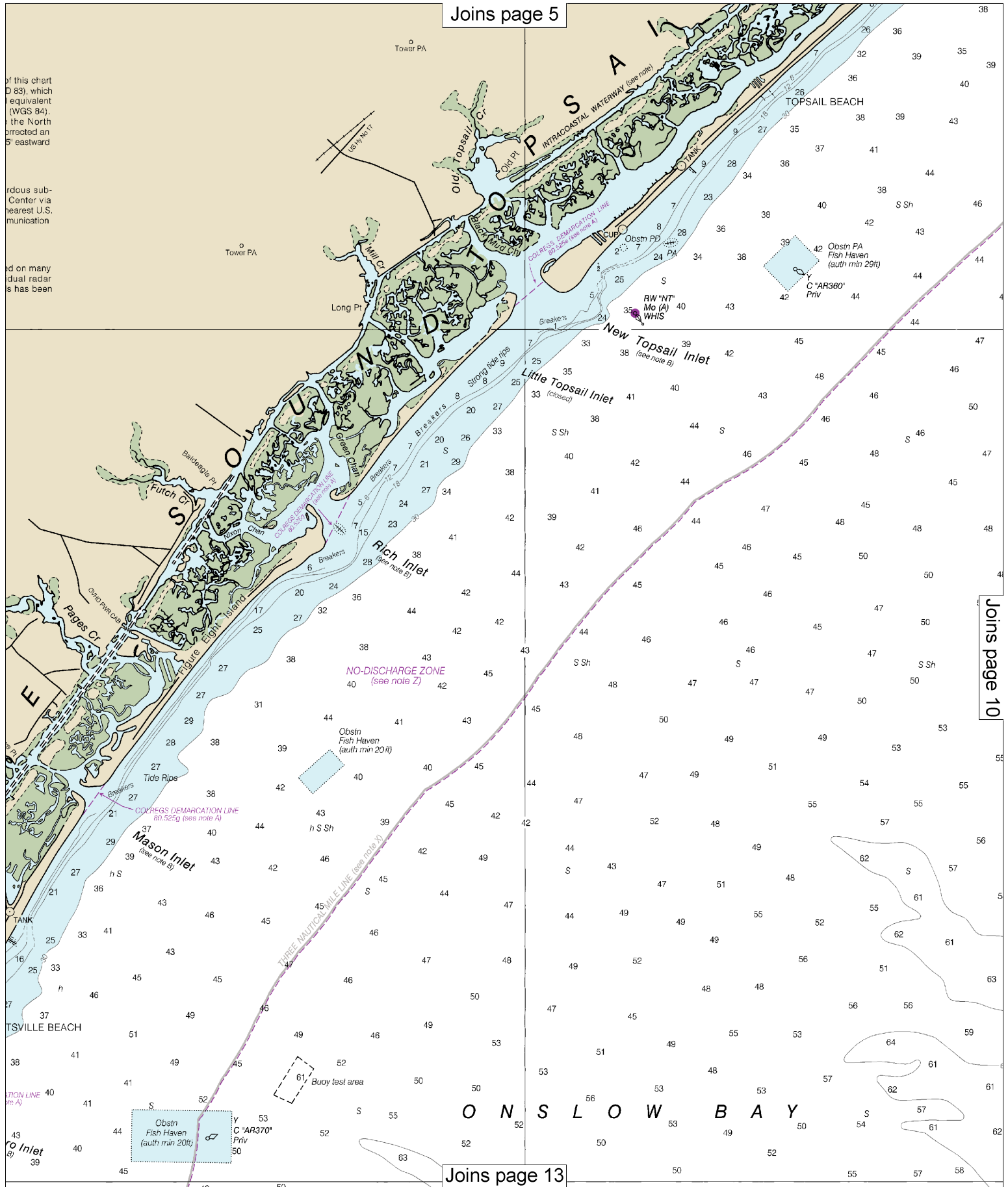
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SCALE 1:80,000
Nautical Miles

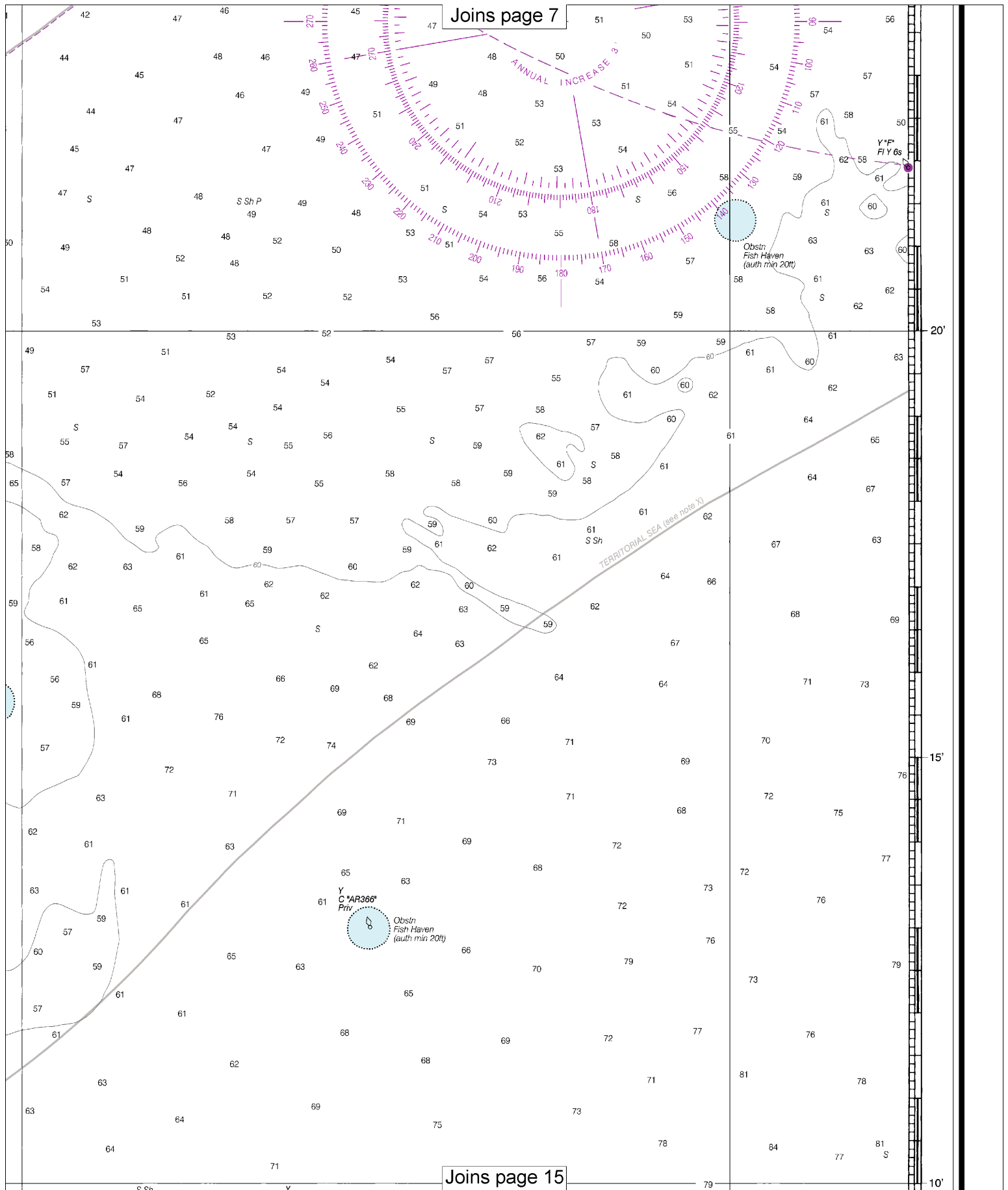
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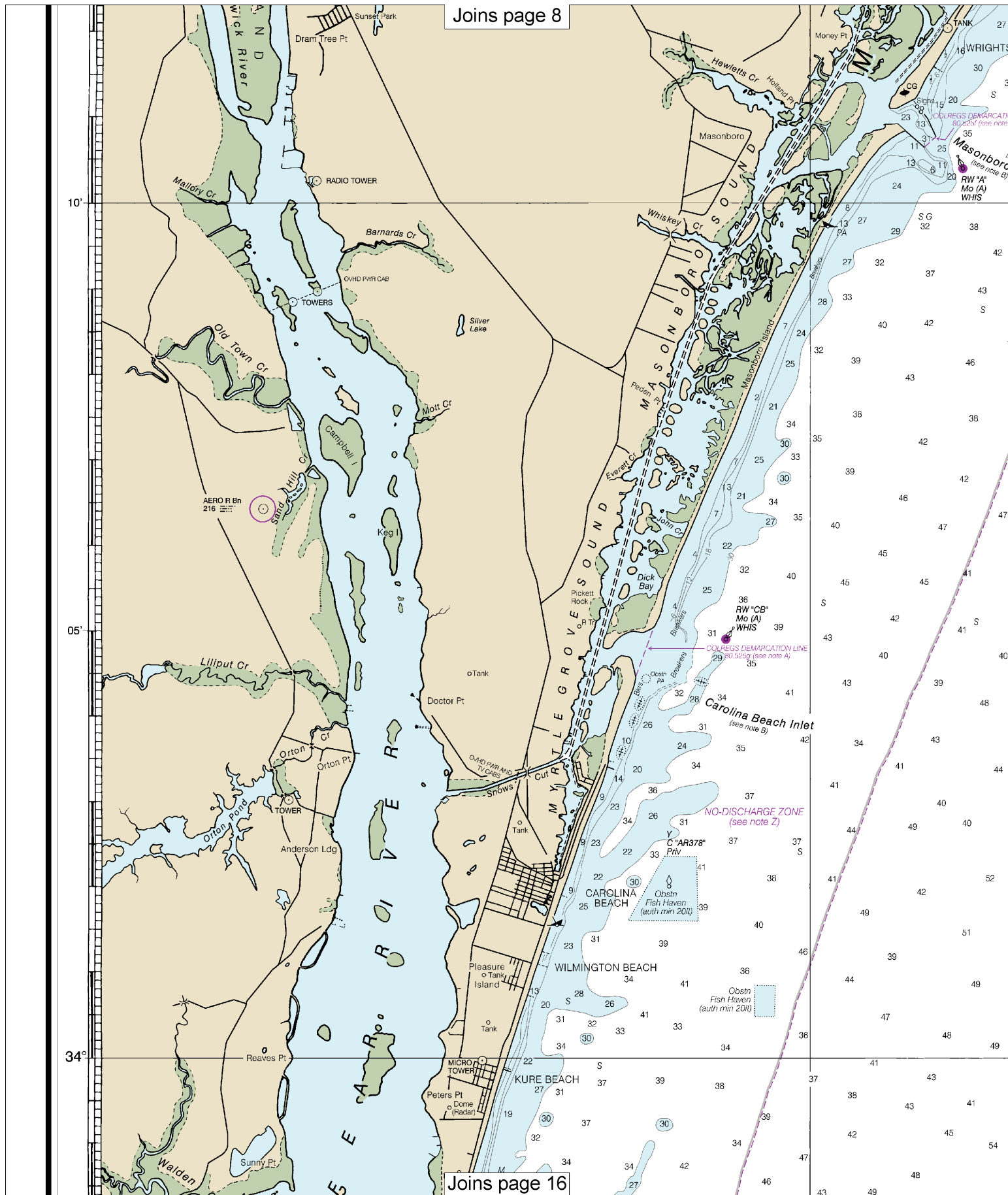
Note: Chart grid lines are aligned with true north.



Joins page 7



Joins page 15



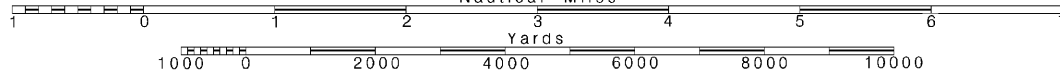
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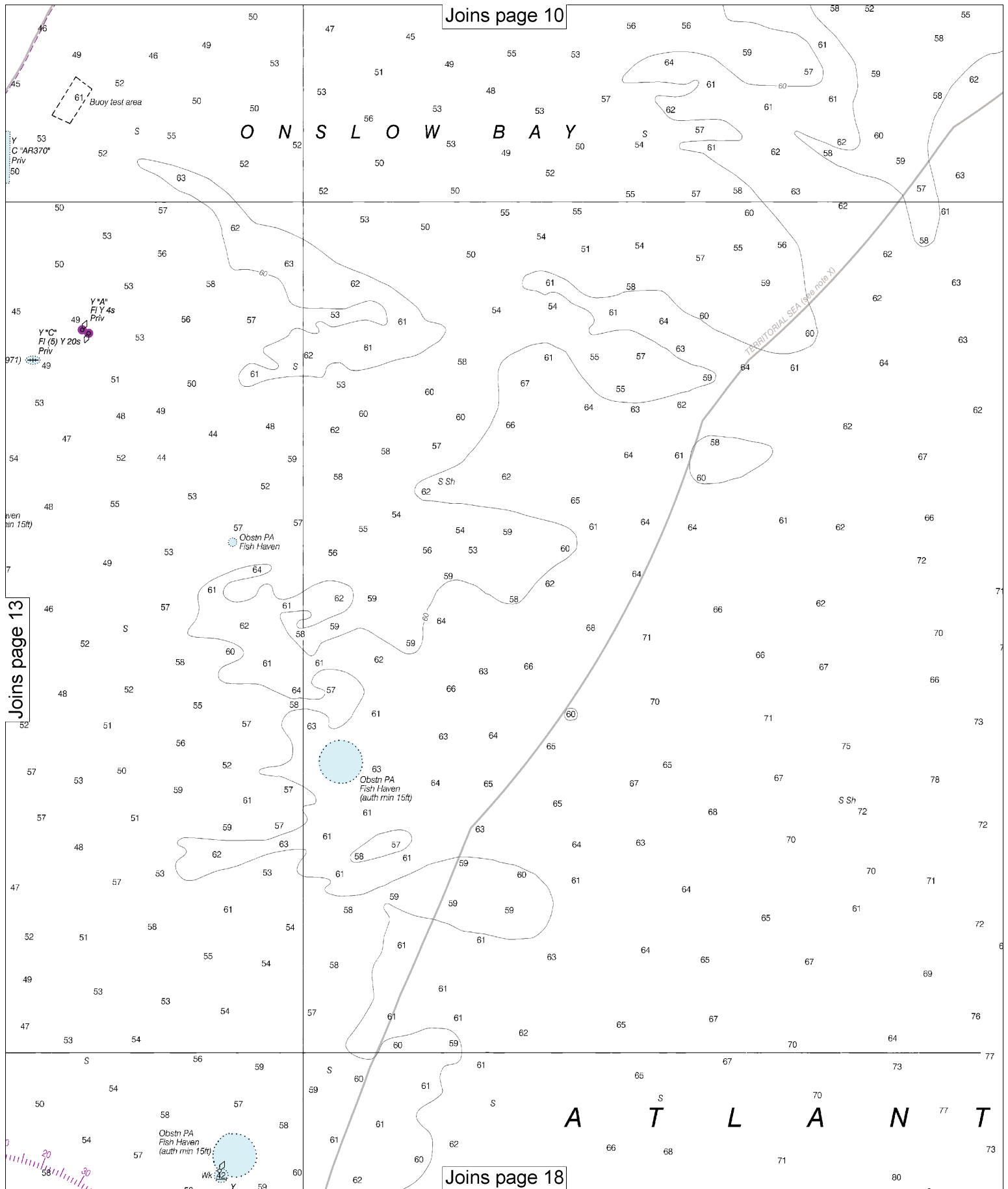
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



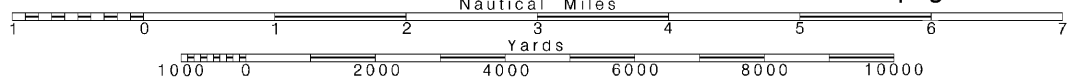


Note: Chart grid lines are aligned with true north.

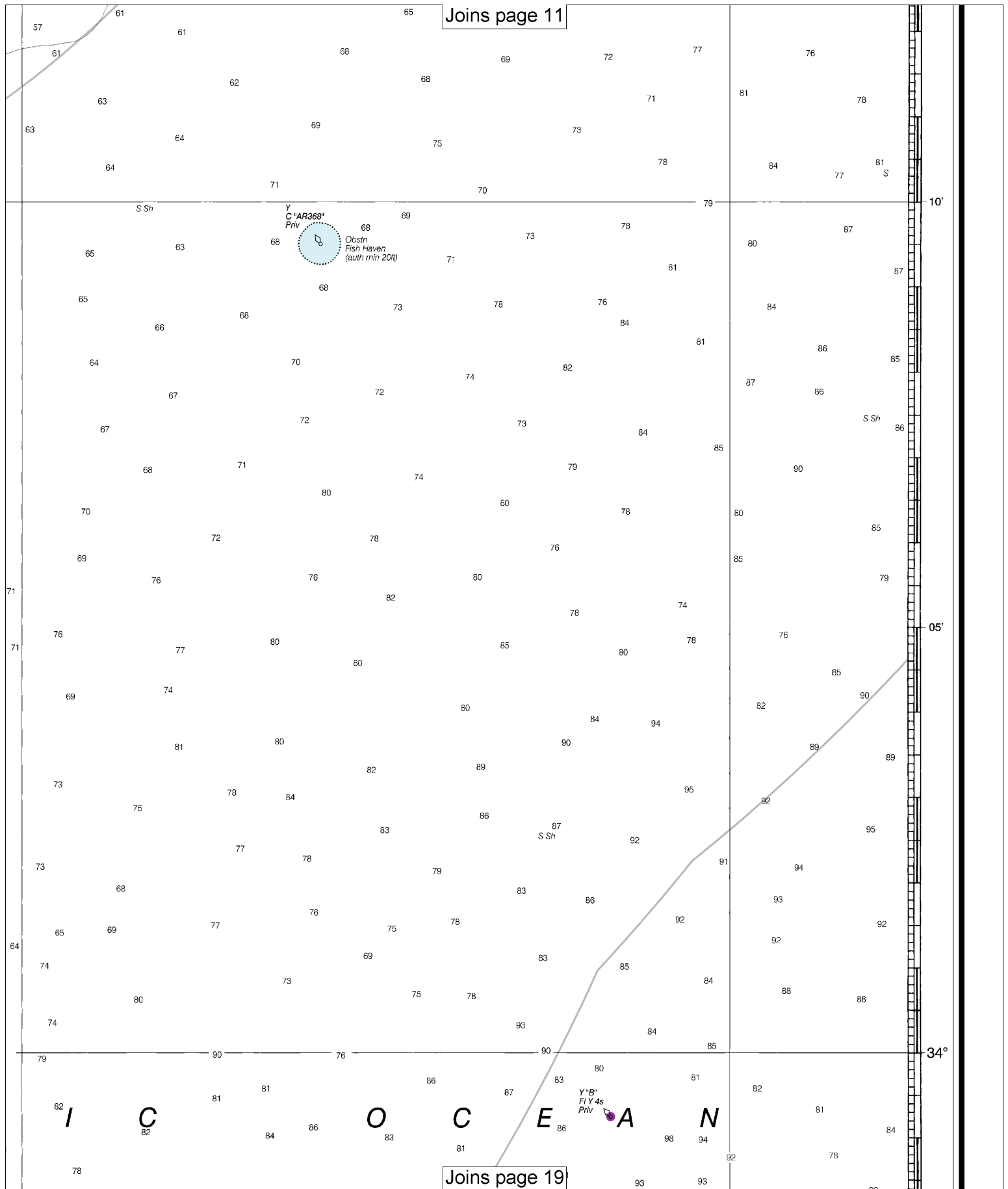
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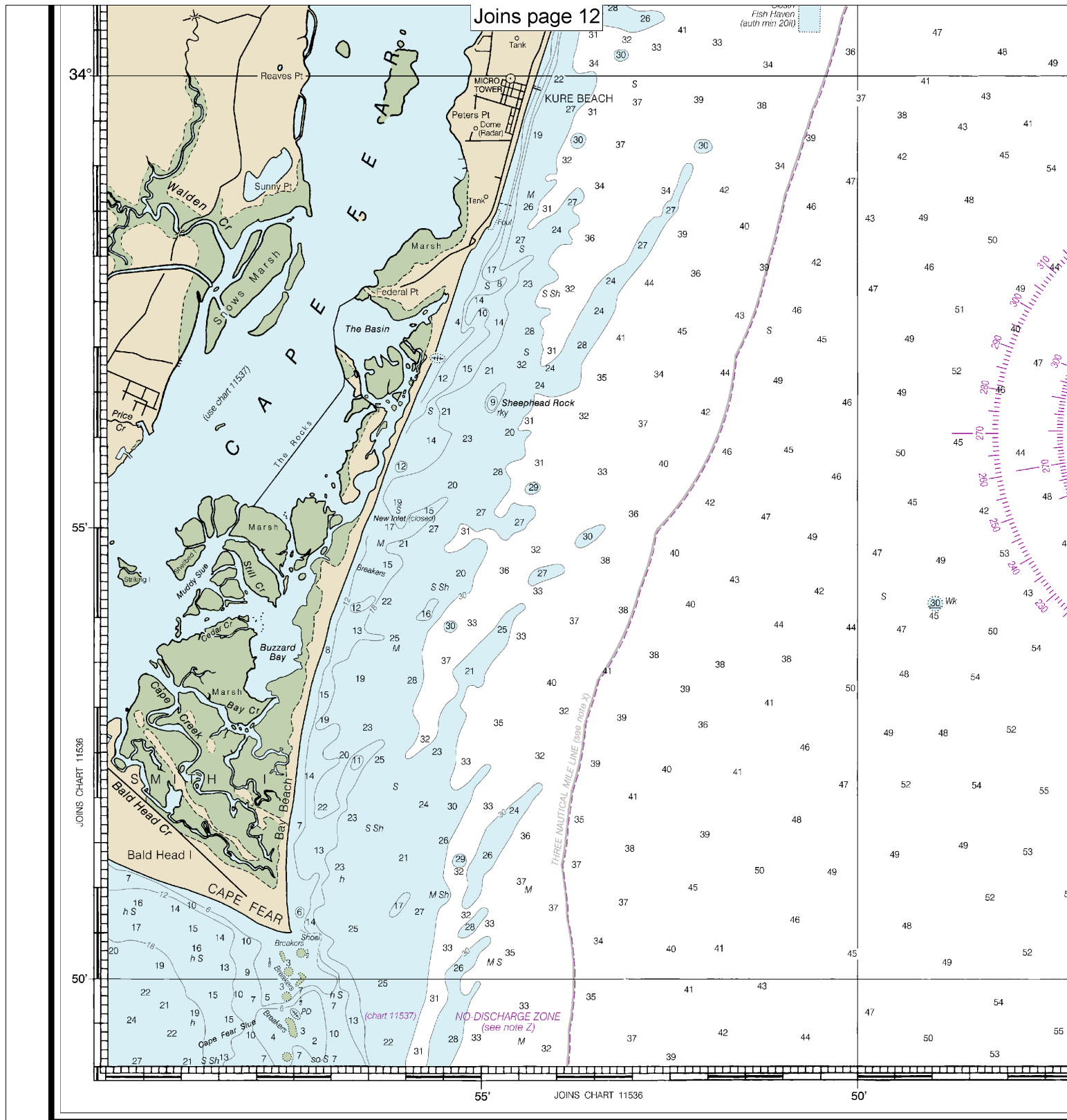
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 11





20th Ed., Sep. 2014

11539

Last Correction: 3/9/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

SOUNDINGS IN

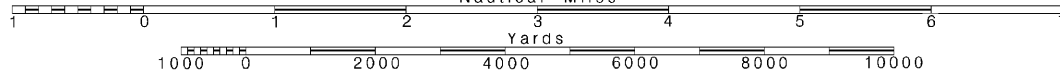
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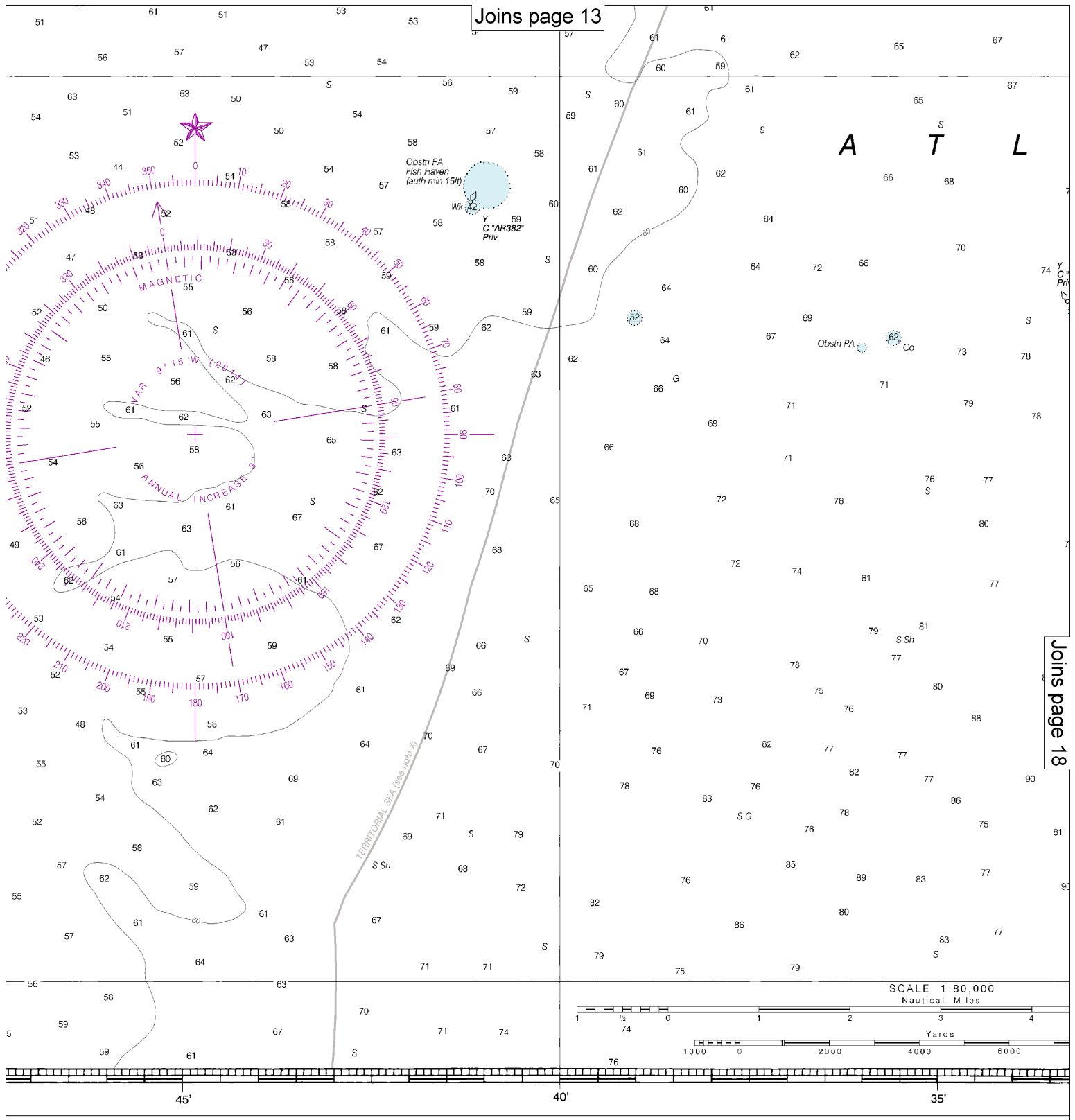
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

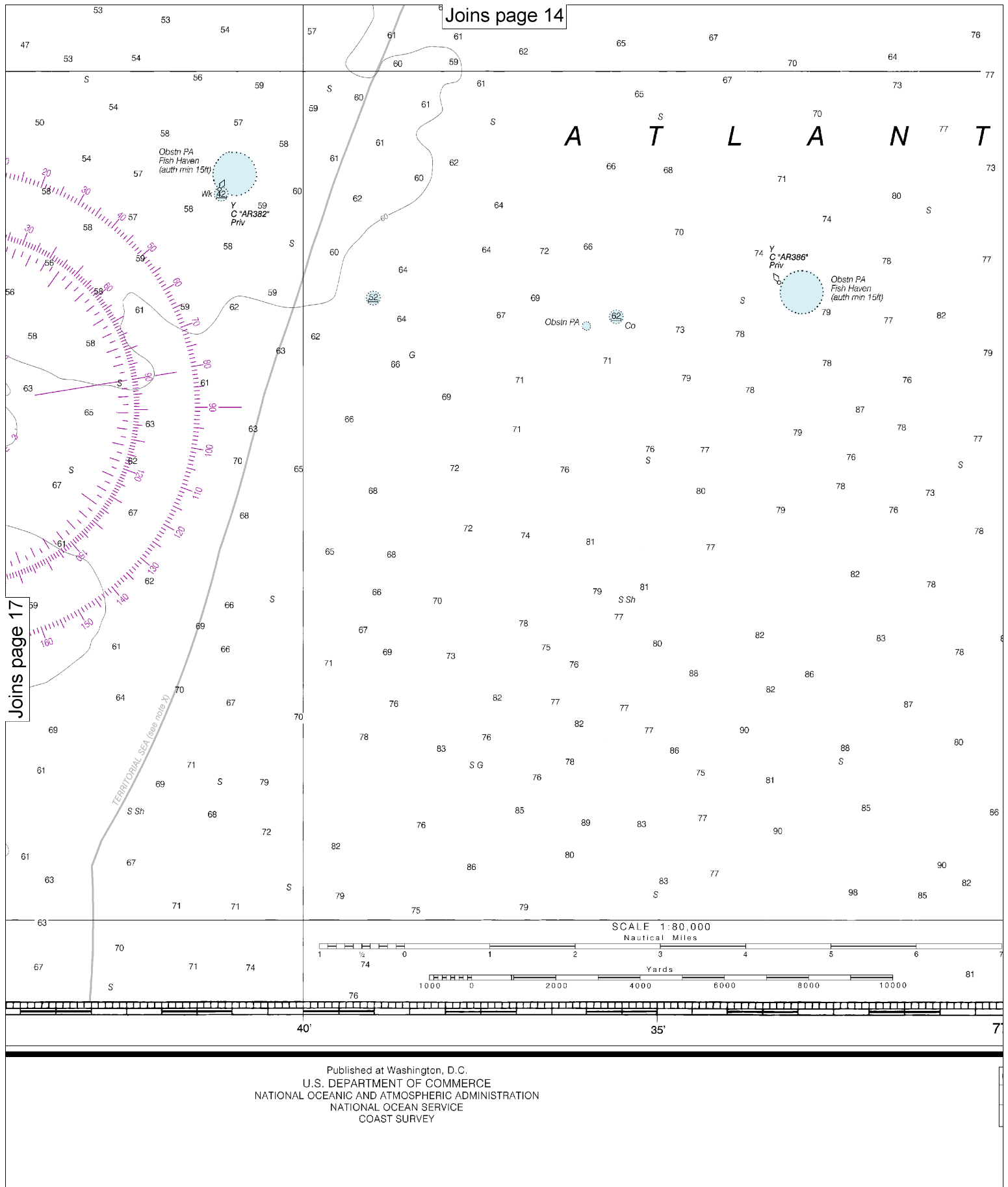
See Note on page 5.





FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

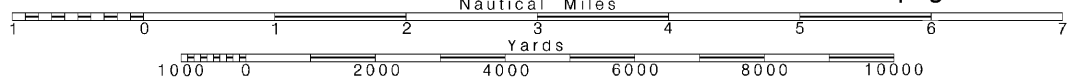


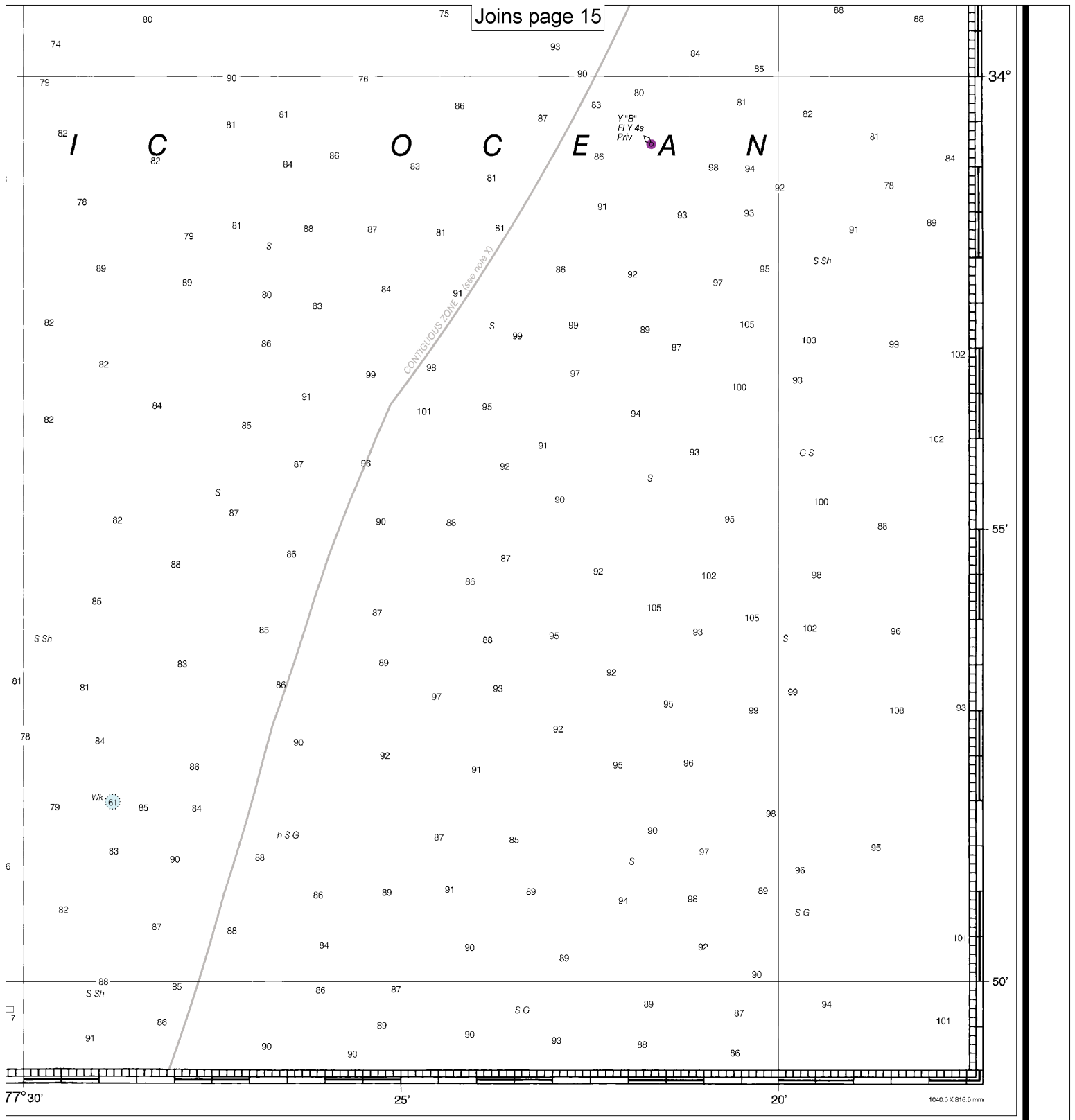
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

New River Inlet to Cape Fear
SOUNDINGS IN FEET - SCALE 1:80,000

11539



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

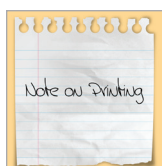
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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